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ORIGINAL

Code MB

8 August 1956

FOURTH ENDORSEMENT on HU-2 AAR ser 9-56, HUP-2, 129992, accident occurring 18 June 1956, pilot (b) (6)

From: Commander Air Force, U. S. Atlantic Fleet

To: Chief of Naval Operations (OP-57)

Via: Director, U. S. Naval Aviation Safety Center

Subj: Aircraft Accident Report

1. Forwarded, concurring in the conclusions and recommendations of the aircraft accident board and in the comments contained in the prior endorsements.

(b) (6)

ORIGINAL

By direction

Copy to:
BUAER (2)
COMFAIRQUONSET
CO, HU-2
CO, USS RANDOLPH

1

FF7-4/A25
30:ret
Ser:

1096

25 JUL 1956

THIRD ENDORSEMENT on HU-2 AAR ser 8-56 concerning HUP-2,
129992, accident occurring 18 June 1956, pilot (b) (6)

From: Commander Fleet Air Quonset
To: Chief of Naval Operations (Op-57)
Via: (1) Commander Air Force, U. S. Atlantic Fleet
(2) Director, U. S. Naval Aviation Safety Center

Subj: Aircraft Accident Report

1. Forwarded, concurring in the conclusions and recommendations
of the Aircraft Accident Board.

F. M. Slater

F. M. SLATER
Chief of Staff

Copy to:
BUAER (2)
NAVAVSACEN (2)
BAR MORTON
USS RANDOLPH
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2

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FF7-4/A25
30:ret
Ser:

1096

25 JUL 1956

THIRD ENDORSEMENT on HU-2 AAR ser 8-56 concerning HUP-2,
129992. accident occurring 18 June 1956, pilot (b) (6)

From: Commander Fleet Air Quonset
To: Chief of Naval Operations (Op-57)
Via: (1) Commander Air Force, U. S. Atlantic Fleet
(2) Director, U. S. Naval Aviation Safety Center

Subj: Aircraft Accident Report

1. Forwarded, concurring in the conclusions and recommendation
of the Aircraft Accident Board.

F. M. SLATER
Chief of Staff

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FF12/HU-2
A25/(1:bn)
Serial: 1077
20 JUL 1956

SECOND ENDORSEMENT on HU-2 AAR 8-56 concerning HUP-2, BUNO, 12992, accident on 18 June 1956, Pilot (b) (6)

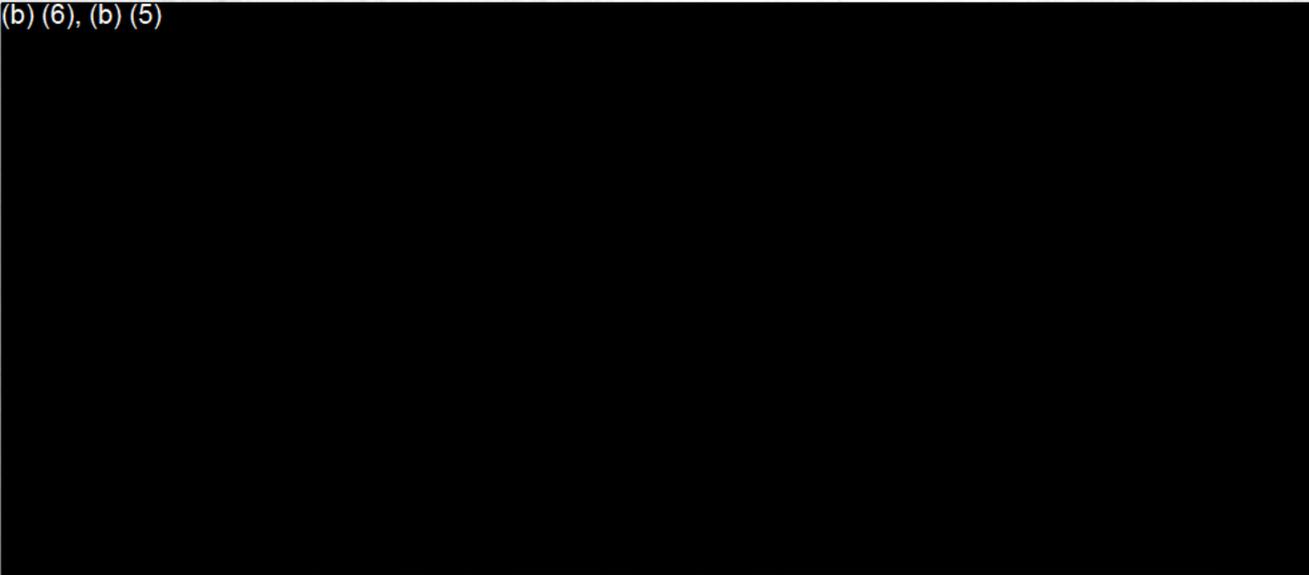
From: Commanding Officer, Helicopter Utility Squadron Two (HU-2)
To: Chief of Naval Operations (OP-57)
Via: (1) Commander Fleet Air Quonset
(2) Commander Air Force, U.S. Atlantic Fleet
(3) Commanding Officer, Naval Aviation Safety Center

Subj: HU-2 AAR 8-56; forwarding of

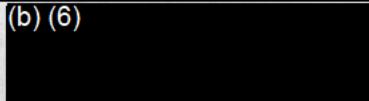
Ref: (c) HU-2 message 201720Z of June (NOTAL)

1. Readdressed and forwarded concurring in the analysis, conclusion and recommendation of the Aircraft Accident Board. This AAR was received 10 July 1956.

(b) (6), (b) (5)



(b) (6)



Copy to:
USS RANDOLPH (CVA-15)
BAR-VETOL AIRCRAFT CORP.

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CVA15/A25
31st Div
Ser 1202

28 JUN 1956

FIRST ENDORSEMENT on HU-2 AAR 8-56 concerning HU-2 129992, accident occurring 18 June 1956, pilot (b) (6)

From: Commanding Officer, USS RANDOLPH (CVA-15)
To: Chief of Naval Operations (OP-57)
Via: (1) Commanding Officer, Helicopter Squadron TWO
(2) Commander Fleet Air, Quonset Point
(3) Commander Air Force, U.S. Atlantic Fleet

Subj: HU-2 AAR 8-56, forwarding of

Ref: (a) OPNAV INST. 3750.6A
(b) COMAIRLANT INST 3750.24A

1. Forwarded concurring with the findings, the conclusion and the recommendation of the accident board.

(b) (6), (b) (5)

Edward J. O'Neill

EDWARD J. O'NEILL

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ORIGINAL

29. THE ACCIDENT

LCDR (b) (6) was launched from the U.S.S. RANDOLPH in HUP-2 BuNo 129992 side number UR-44 for routine plane guard flight at about 1545. The take off was without incident and UR-44 assumed plane guard station on the starboard side of the ship. The wind was approximately 24 knots with light gusts. The sea state was moderate. At approximately 1640 the pilot received a Charlie signal from the RANDOLPH. The RANDOLPH had completed its turn out of the wind and was steaming on course 180°, speed 16 knots. As UR-44 approached the ship to land he received a transmission from the RANDOLPH to expedite his landing. The wind direction was 040° true at 24 knots and 265° relative to the RANDOLPH's heading at 15 knots over the deck. UR-44 approached the ship on a heading of approximately 090° T from starboard to port. The approach was slightly high and fast but otherwise appeared to be normal. UR-44 then began to hover over the Fly 3 area at an estimated 15 feet. As UR-44 started its decent to touch down a gust of wind caused the helicopter to heel to port. The tail wheel struck the deck first and skidded to port approximately 2 feet. The port main gear then struck the deck and the momentum of the aircraft continued to the port pivoting on the port landing gear, overturning on its port side. As the aircraft overturned the rotor blades struck the deck shattering them into numerous pieces. UR-44 came to rest approximately 3 feet from initial point of touch down.

30. DAMAGE TO AIRCRAFT

There was no damage to UR-44 as the tail wheel and port main landing gear initially touched the deck. As UR-44 overturned to the port the rotor blades struck the deck and all blades were sheared and broken into many pieces. On the front rotor the longitudinal strength member of one blade was broken at about ten feet, the other two blades were sheared within three feet of the blade root. On the rear rotor all three blades were sheared three feet from the blade root. One blade was bent around the rear rotor hub. Both rotor hubs sustained major damage as blade snubbers were torn loose. As UR-44 fell on its port side, the port tail work stand was damaged and the forward work step was driven into the fuselage. As the forward port side of the fuselage struck the deck, the plastic plexiglass cockpit enclosure was damaged. The outside temperature gage mounted on the port upper plexiglass section was broken out. This section of plexiglass was broken, the cracks originating from the temperature gage mount. The port lower section of plexiglass was cracked. The metal plexiglass mounts were bent on the port side. The starboard upper section of plexiglass was cracked at the air port and buckled at the top. The instrument consol mounting brackets at the base of the console were broken. The damage to the clutch and transmission was undetermined and inspection by overhaul activity will be requested. UR-44 is expected to be transferred to NAS JACKSONVILLE, FLORIDA, O and R for overhaul.

31. THE INVESTIGATION

Investigation of the accident involving UR-44 revealed the following facts:

- a. UR-44 was on an authorized routine plane guard flight.
- b. The wind was approximately 24 knots from 040° true and moderately gusty.
- c. LCDR (b) (6) the pilot, has a total of 83.9 hours in the HUP-2

helicopter of which 13.4 hours were flown in the month of June. He has a total of 29 carrier landings in the helicopter of which 19 were made in the HUP-2.

- d. UH-44 had been flown twice previously on the date of the accident and no mechanical defects were noted by the pilot.

(b) (5)

- e. The pilot was directed by the RANDOLPH to expedite his landing.
f. The approach to landing on the RANDOLPH was high.
g. UH-44 hovered at approximately 15 feet in the Fly 3 area of the RANDOLPH.
h. UH-44 encountered a wind gust while hovering just prior to the attempted landing.
i. The pilot attempted to make a normal landing by decreasing the collective.
j. The tail wheel struck the deck first at which time the pilot placed the collective pitch full down. At this time the helicopter was tilted to port.
k. The port main landing gear struck the deck after the tail wheel and the port moment of UH-44 caused the aircraft to overturn to the port pivoting on the port main landing gear.
l. The rotor blades struck the deck and were sheared as UH-44 overturned.
m. Inspection of cockpit after the accident revealed the following:

- (1) Mag switch on right mag.
- (2) Fuel selector off.
- (3) Battery off.
- (4) Fuel pump on.
- (5) Friction clutch engaged.
- (6) Mixture control in idle cut off.

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- n. UH-44 sustained overhaul damage.
o. The engine was inspected and turned up after the accident and found to be in normal operating condition.
p. The pilot sustained minor injury and the crewman received no injuries.

32. THE ANALYSIS

(b) (5)

33. CONCLUSIONS AND RECOMMENDATIONS

(b) (5)

(b) (5)



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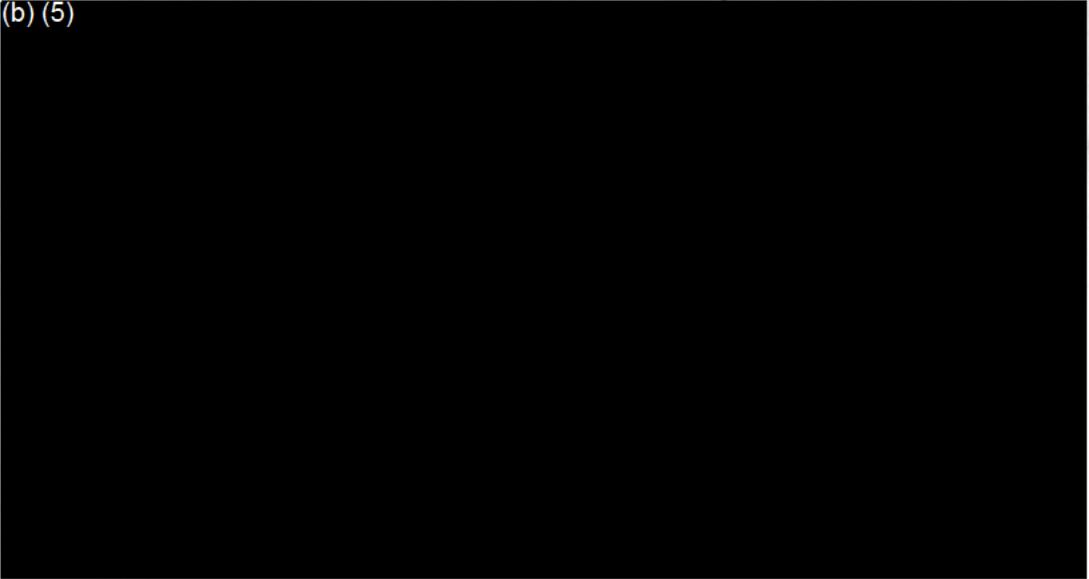
Page 4

Statement of LCDR. (b) (6)

Pilot, HU-2

Buno. 129992 concerning aircraft accident occurring 18 June 1956

(b) (5)



(b) (6)

LCDR, USN

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ENCLOSURE (1) to HU-2 MAR 8-56

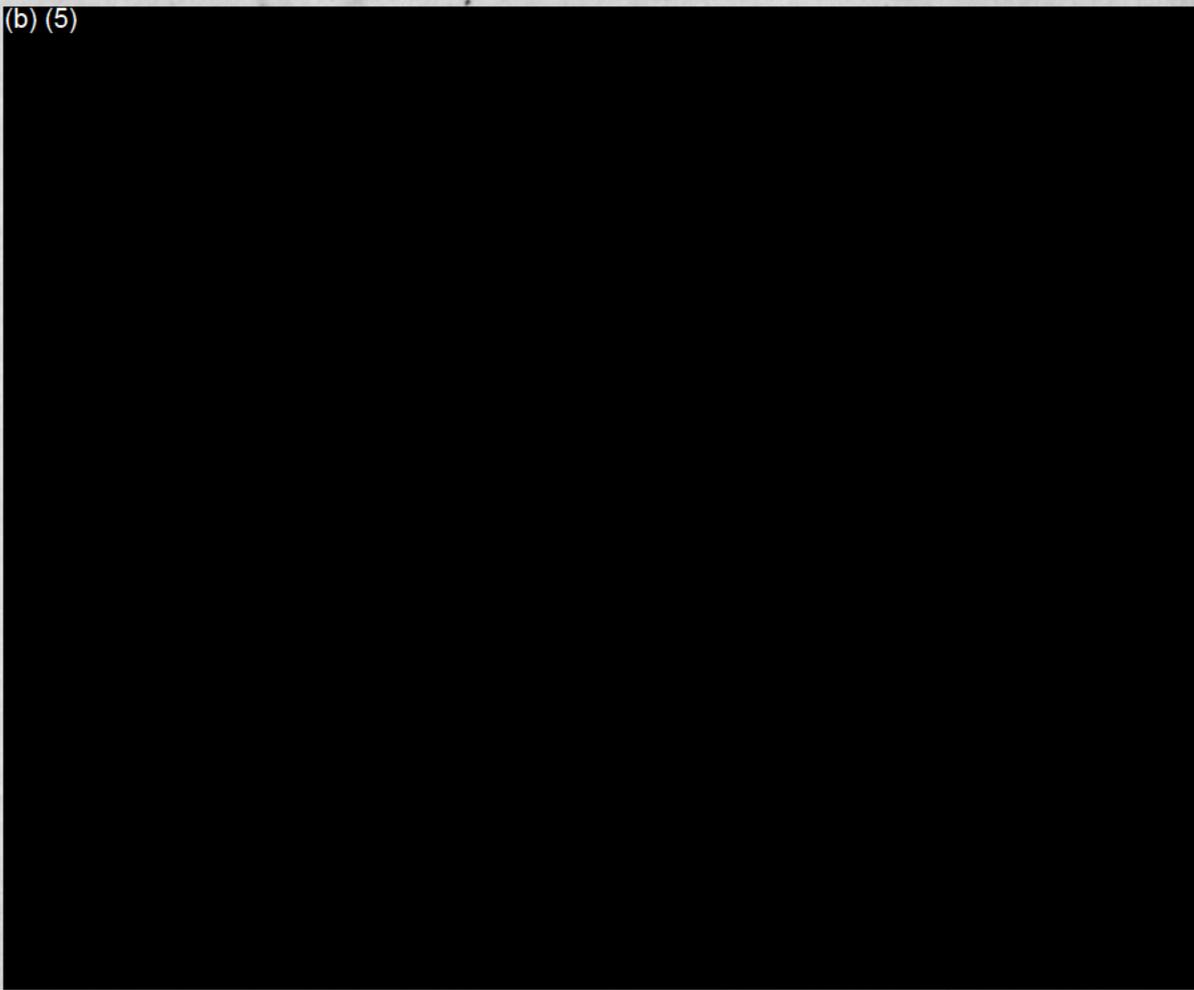
ATTESTED TO BE A TRUE COPY

FILMSORT FILLER

FRAME

Statement of (b) (6) AD3, (b) (6) Crewman, concerning
accident of HUP-2 BuNo 129992 on 18 June 1956.

(b) (5)



(b) (6)

(b) (6)

AD3

USN

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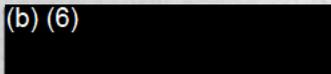
ENCLOSURE (2) TO HU-2 AAR 8-56

Statement of (b) (6) AD1, (b) (6) Flagnan, concerning
accident of HUP-2 BuNo 129992 on 18 June 1956.

(b) (5), (b) (6)



(b) (6)

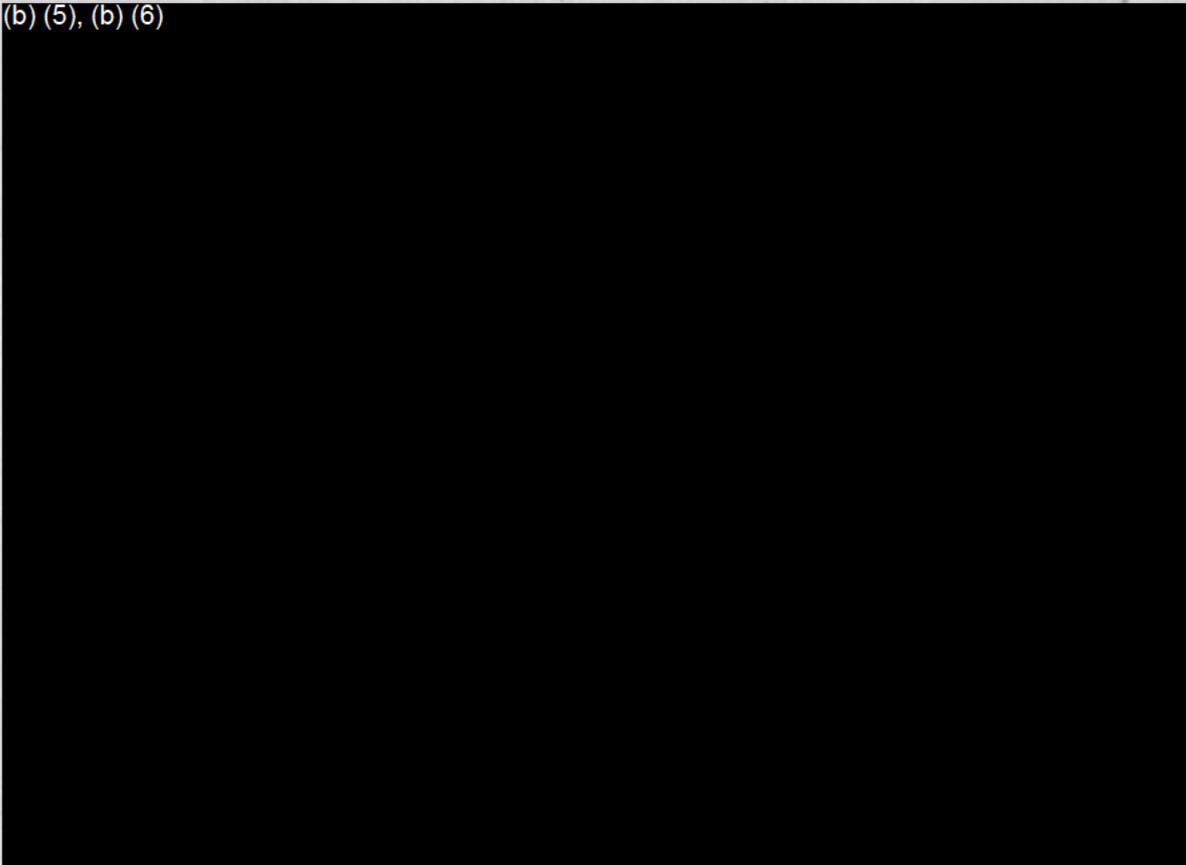


AD1
USN

12

Statement of CDR (b) (6) USN concerning the accident of
HUP-2, BuNo 129992 of 18 June 1956.

(b) (5), (b) (6)



(b) (6)

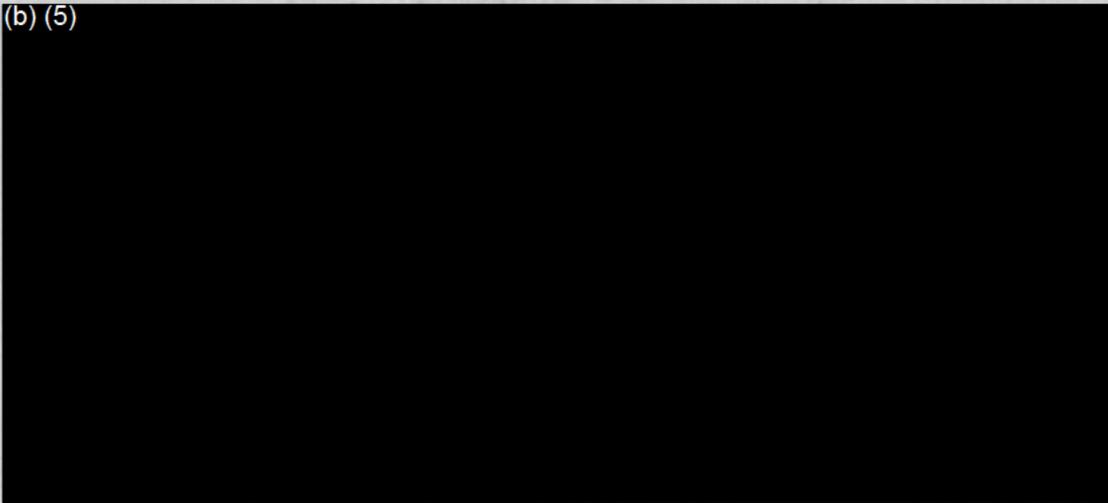
CDR, USN

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ENCLOSURE (4) TO HU-2 MAR. 8-56

Statement of ENS (b) (6) USNR-R concerning
accident of HUP-2 BuNo 129992 on 18 June 1956.

(b) (5)



(b) (6)

ENS, USNR-R

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ENCLOSURE (5) TO HU-2 APR 8 -56

Weather Report of 18 June 1956 at scene of accident involving
HUP-2, BuNo 129992

U.S.S. RANDOLPH (CVA-15)
Aerological Office

1645H
18 June 1956

ACCIDENT REPORT

Ships course and speed	180 degrees 16 knots
Relative wind	265 degrees 15 knots
True wind	040 degrees 24 knots
Weather	Overcast: .6 SC based at 3,500 feet. .4AS based at 6,000 feet
Visibility	7 miles
Pressure	1019.0 mbs (Sea level)
Altimeter	30.09 inches
Temperature	65.5 degrees F.
Dew point	57 degrees F.
Sea state	Swell 060 degrees Period 6 seconds Height 8 feet
Sea water temperature	64 degrees
Dry bulb	65.5 degrees F.
Wet bulb	60.5 degrees F.
Pressure Alt.	55 feet
Density Alt.	+ 50 feet
Humidity	75 %

(b) (6)

LCDR, USN
Aerological Officer

ENCLOSURE (6) TO HU-2 A.R. 8-56

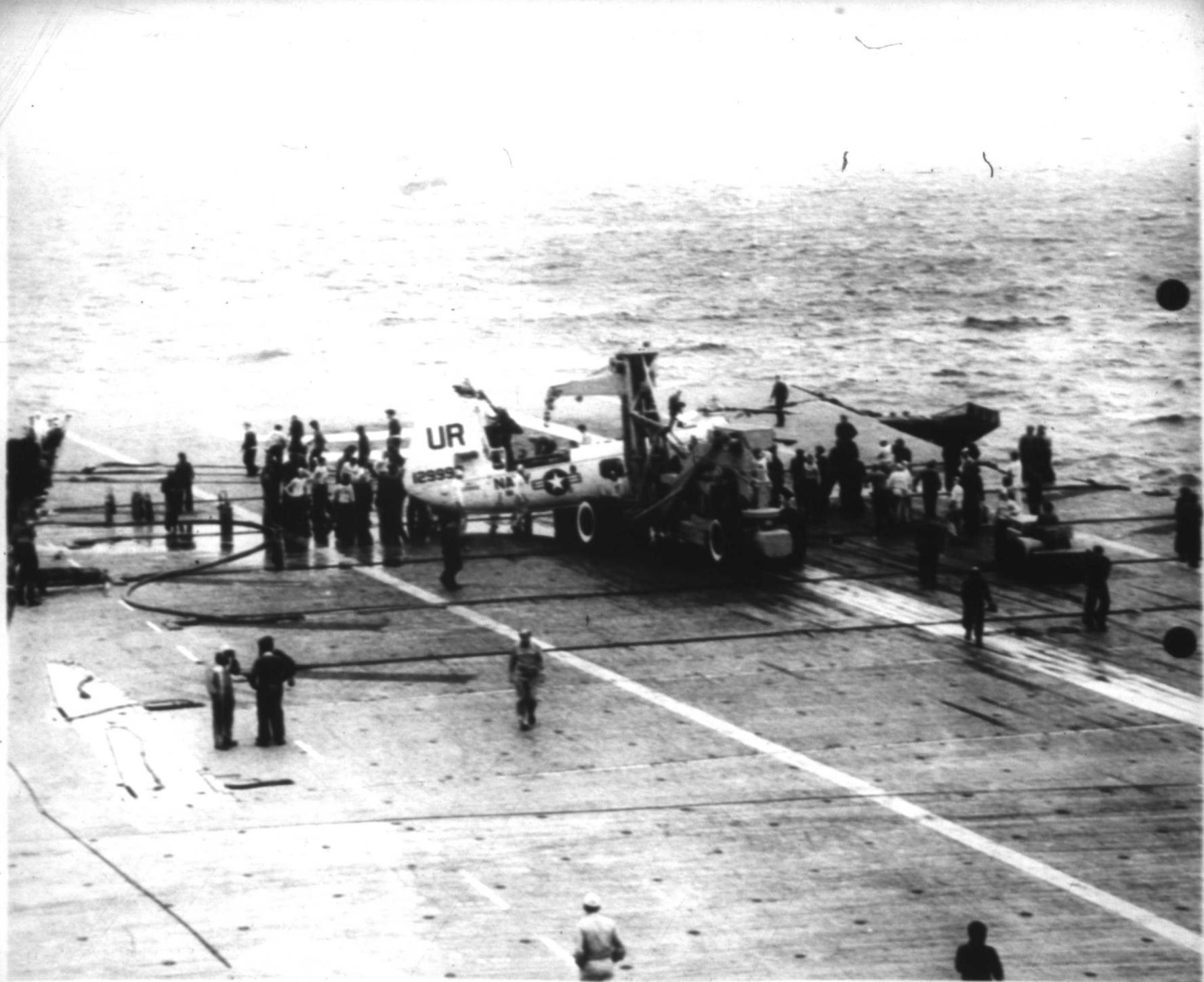
Statement of Weight and Balance concerning HU-2 Buno. 129992 on
18 June 1956

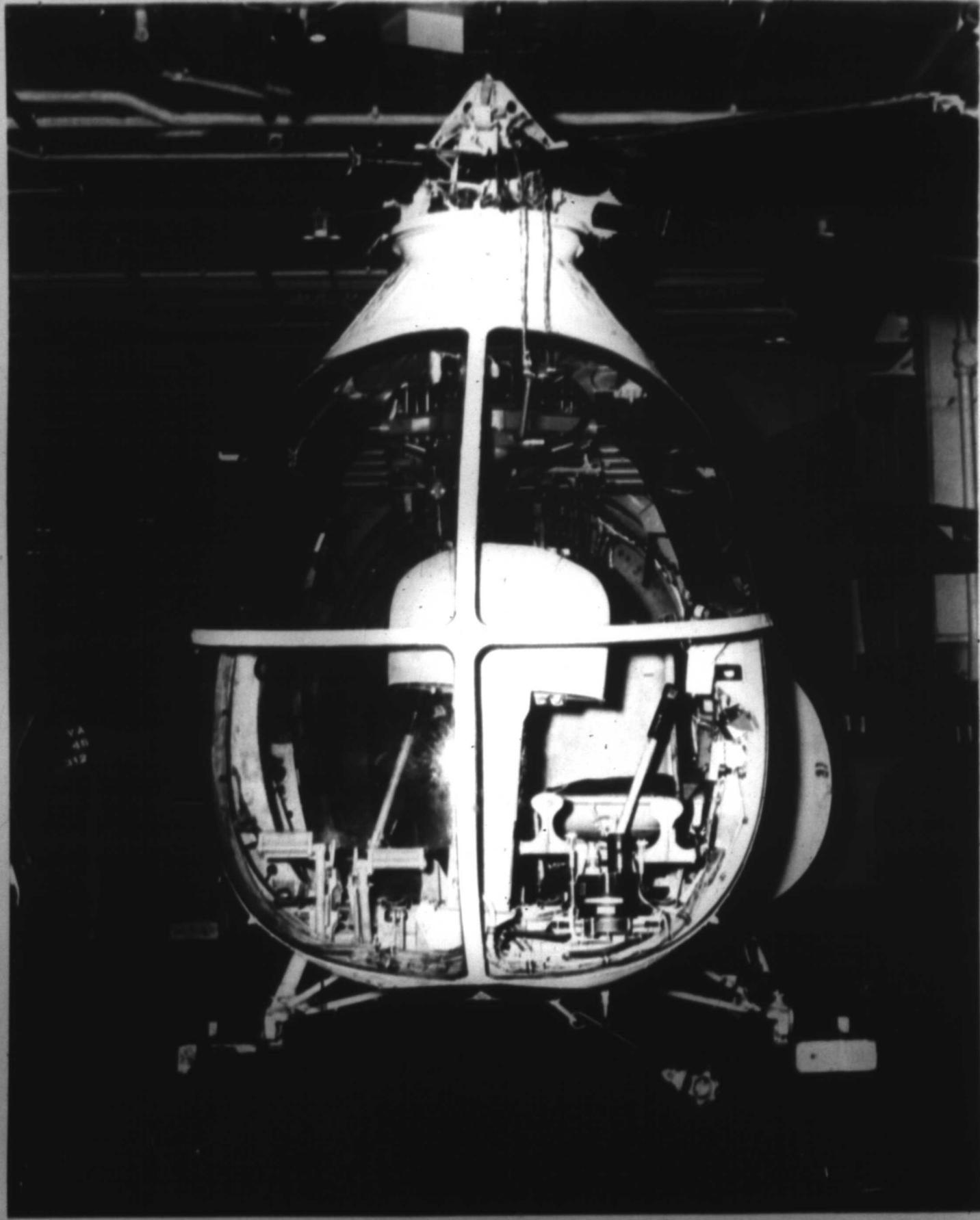
	<u>Weight</u>	<u>MOB</u>
Basic Weight	4338	813.0
Add:	904	136.8
Fuel	360	69.5
Oil	60	12.5
Arc-27	71	13.0
Pilot	175	11.2
Crewman	175	18.0
Survival equipment	35	3.8
Work Stands	<u>28</u>	<u>8.8</u>
Total Weight	5242	949.8
Subtract:		
Co-pilots seat & controls	50	3.1
Arc-12	<u>53</u>	<u>17.9</u>
Total weight & balance at take off	5139	928.8
C.G. 180.5		

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